MDT

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

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ENVIRONMENTAL

September 11, 2012

Kevin L. McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way
Helena, MT 59601-9785

MASTER FILE COPY

Attention: Alan Woodmansey

Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request
STPP 9-1(19)40
Augusta-North
CN: 7640000

Dear Kevin McLaury:

This submittal requests approval of the above-mentioned proposed project as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) and the Programmatic Agreement as signed by the Montana Department of Transportation (MDT) and the Federal Highway Administration (FHWA) on April 12, 2001. This proposed action also qualifies as a Categorical Exclusion under ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a PCE. A copy of the Preliminary Field Review Report/Scope of Work Report, dated June 6, 2012, and a project location map are attached. In the following form, "N/A" indicates not applicable; "UNK" indicates unknown.

NOTE: A response in a large box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	YES	NO	N/A	UNK
1. This proposed project would have (a) significant environmental impact(s) as defined under 23 CFR 771.117(a).	☐	☒	☐	☐
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	☐	☒	☐	☐
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	☐	☒	☐	☐

	YES	NO	N/A	UNK
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	☐	☐	☒	☐
2. There is a high rate of residential growth in this proposed project's area.	☐	☒	☐	☐
3. There is a high rate of commercial growth in this proposed project's area.	☐	☒	☐	☐
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	☐	☒	☐	☐
5. There are parks, recreational, or other properties acquired/improved under *Section 6(f)* of the *1965 National Land & Water Conservation Fund Act* (16 USC 460L, *et seq.*) on or adjacent to proposed the project area.	☐	☒	☐	☐
The use of such *Section 6(f)* sites would be documented and compensated with the appropriate agencies. (*e.g.*: MDFWP, local entities, etc.).	☐	☐	☒	☐
6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under *Section 106* of the *National Historic Preservation Act* (16 USC 470, *et seq.*) by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	☐	☒	☐	☐
7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under *Section 4(f)* of the 1966 *US Department of Transportation Act* (49 USC 303) on or adjacent to the project area.	☐	☒	☐	☐
a. The proposed project would not impact the site(s), so a 4(f) evaluation is not necessary.	☐	☐	☒	☐
b. De minimis finding(s) is/are necessary for this project.	☐	☐	☒	☐
c. "Nationwide" Programmatic *Section 4(f)* Evaluation forms for these sites are attached.	☐	☐	☒	☐
d. This proposed project requires a full (*i.e.*: DRAFT & FINAL) *Section 4(f)* Evaluation.	☐	☐	☒	☐
B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (*e.g.*, "state waters").	☒	☐	☐	☐

	YES	NO	N/A	UNK
1. Conditions set forth in *Section 10* of the *Rivers and Harbors Act* (33 USC 403) and/or *Section 404* under 33 CFR Parts 320-330 of the *Clean Water Act* (33 USC 1251-1376) would be met.	☒	☐	☐	☐
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their proposed mitigation would be coordinated with the US Army Corps of Engineers and other Resource Agencies (Federal, State and Tribal) as required for permitting	☒	☐	☐	☐
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	☒	☐	☐	☐
4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.	☒	☐	☐	☐
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	☐	☒	☐	☐
5. Tribal Water Permit would be required.	☐	☒	☐	☐
6. Work would be required in, across, and/or adjacent to a river which is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the US Department of Agriculture, or the US Department of the Interior.	☐	☒	☐	☐
The designated National Wild & Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	☐	☐	☒	☐
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	☐	☐	☒	☐
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	☐	☐	☒	☐
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	☐	☐	☒	☐
In accordance with *Section 7* of the *Wild and Scenic Rivers Act* (16 USC 1271 – 1287), this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or US Bureau of Land Management (Missouri River).	☐	☐	☒	☐

	YES	NO	N/A	UNK
C. This is a "Type I" action as defined under 23 CFR 772.5(h), which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.	☐	☒	☐	☐
1. If yes, are there potential noise impacts?	☐	☐	☒	☐
2. A Noise Analysis would be completed.	☐	☐	☒	☐
3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.	☒	☐	☐	☐
D. There would be substantial changes in access control involved with this proposed project.	☐	☒	☐	☐
If yes, would they result in extensive economic and/or social impacts on the affected locations?	☐	☐	☒	☐
E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:				
1. Provisions would be made for access by local traffic, and be posted for same.	☒	☐	☐	☐
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	☒	☐	☐	☐
3. Interference to local events (*e.g.* festivals) would be minimized to all possible extent.	☒	☐	☐	☐
4. Substantial controversy associated with this pending action would be avoided.	☒	☐	☐	☐
F. Hazardous wastes /substances, as defined by the US Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under *CERCLA* or *CECRA*) site(s) are currently on and/or adjacent to this proposed project.	☐	☒	☐	☐
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	☐	☐	☒	☐
G. The Stormwater Discharge conditions (ARM 17.30.1101-1117), including temporary erosion control features for construction would be met.	☒	☐	☐	☐
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	☒	☐	☐	☐

	YES	NO	N/A	UNK
I. Documentation of an "invasive species" review to comply with both EO #13112 and the *County Noxious Weed Control Act* (7-22-2152, MCA), including directions as specified by the county(ies) wherein its intended work would be done.	☒	☐	☐	☐
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.	☒	☐	☐	☐
If the proposed work would affect Important Farmlands, then a CPA 106 Farmland Conversion Impact Rating form would be completed in accordance with the *Farmland Protection Policy Act* (7 USC 4201, *et seq.*).	☒	☐	☐	☐
K. Features for the *Americans with Disabilities Act* (PL 101-336) compliance would be included.	☐	☐	☒	☐
L. A written Public Involvement Plan would be completed in accordance with MDT's Public Involvement Handbook.	☒	☐	☐	☐
4. This proposed project complies with the *Clean Air Act*'s *Section 176(c)* (42 USC 7521(a), as amended) under the provisions of 40 CFR 81.327 as it's either in a Montana air quality:				
A. "Unclassifiable/Attainment" area. This proposed project is <u>not</u> covered under the EPA's September 15, 1997 Final Rule on air quality conformity.	☒	☐	☐	☐
and/or				
B. "Nonattainment" area. However, this type of proposed project is either exempted from the conformity determination requirements (under EPA's September 15, 1997 Final Rule), or a conformity determination would be documented in coordination with the responsible agencies (Metropolitan Planning Organizations, MDEQ's Air Resources Management Bureau, etc.).	☐	☐	☒	☐
C. Is this proposed project in a "Class I Air Shed" under 40 CFR 52.1382(c)(2-4) and 40 CFR 81.417? (Northern Cheyenne, Flathead, and Fort Peck Indian Reservations; Glacier and Yellowstone National Parks; Anaconda-Pintlar, Bob Marshall, Cabinet Mountains, Gates of the Mountains, Medicine Lake, Mission Mountain, Red Rock Lakes, Scapegoat, Selway-Bitterroot, and U.L. Bend Wilderness Areas)	☐	☒	☐	☐
5. Federally listed Candidate, Threatened or Endangered (T/E) Species:				

	YES	NO	N/A	UNK
A. There are recorded occurrences and/or critical habitat in this proposed project's vicinity.	☒	☐	☐	☐
B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?	☐	☒	☐	☐

The proposed project would not induce significant land use changes, nor promote unplanned growth. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (EO #12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (42 USC 2000d) under the FHWA's regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.

Eric Thunstrom, Date: 9/11/12
Eric Thunstrom
Great Falls District Project Development Engineer
MDT Environmental Services Bureau

Concur Heidy Bruner, Date: 9/12/12
Heidy Bruner, P.E. - Engineering Section Supervisor
MDT Environmental Services Bureau

Concur _____, Date: 17 SEP 2012
Federal Highway Administration

Attachment: Preliminary Field Review Report/Scope of Work Report dated June 6, 2012

electronic copies without attachment (unless otherwise noted):

Michael P. Johnson	Great Falls District Administrator
Tom Martin, P.E.	Environmental Services Bureau Chief
Heidy Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Kent Barnes, P.E.	Bridge Engineer
Paul Ferry, P.E.	Highways Engineer
Mark Goodman, P.E.	Hydraulics Engineer
Steve Prinzing, P.E.	Great Falls District Preconstruction Engineer
Robert Stapley	Right-of-Way Bureau Chief
Robert Snyder, P.E.	Road Design Area Engineer

Suzy Price	Contract Plans Bureau Chief
Tim Tilton	Contract Section Supervisor
Nicole Pallister	Fiscal Programming Section Supervisor
Tom Erving	Fiscal Programming Section
Tim Holley	Great Falls District Environmental Engineering Specialist

Montana Legislative Branch Environmental Quality Council (EQC) (with attachment) copies with attachment

File	Environmental Services Bureau

HSB:ejt: S:\PROJECTS\GREAT-FALLS\7000-7999\7640\7640000ENCED001.doc

Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Memorandum

To: Distribution

From: Paul R. Ferry, P.E.
Highways Engineer

Date: June 6, 2012

Subject: STPP 9-1(19)40
Augusta - North
UPN 7640000
Work Type: 180 Resurfacing - Asphalt(Thin Lift $\leq$ 0.20 ft)

Attached is the Preliminary Field Review Report/Scope of Work Report which was approved on _____. We request that those on the distribution review this report and submit your concurrence within two weeks of the approval date.

Your comments and recommendations are also requested if you do not concur or concur subject to certain conditions. When all personnel on the distribution list have concurred, and the environmental documentation is approved, we will submit this report to the Preconstruction Engineer for approval.

I recommend approval:
Approved _____ Date _____

Distribution:

Michael P. Johnson, District Administrator
Kent Barnes, Bridge Engineer
Paul Ferry, Highways Engineer
Roy Peterson, Traffic and Safety Engineer
Robert Stapley, Right-of-Way Bureau Chief
Tom Martin, Environmental Services Bureau Chief
Lynn Zanto, Rail, Transit, & Planning Division Administrator
Jake Goettle, Construction Engineering Services Bureau
Matt Strizich, Materials Engineer
Jon Swartz, Maintenance Administrator

cc:

Robert Snyder Project Design Manager, GF District
Damian Krings, Road Design Engineer
Dawn Stratton, Fiscal Programming Section
Master file

e-copies:

Jim Walther, Engineering, Preconstruction Engineer
Lesly Tribelhorn, Highways Design Engineer
Mark Goodman, Hydraulics Engineer
Kurt Marcoux, District Hydraulics Engineer
Bonnie Gundrum, Env. Resources Section Supervisor
Paul Sturm, District Biologist
Eric Thunstrom, District Project Development Engineer
Danielle Bolan, Traffic Engineer
Ivan Ulberg, District Traffic Project Engineer
Kraig McLeod, Safety Engineer
S Brandenberger, Bridge Area Engineer, G Falls District
Matt Strizich, Materials Engineer
Daniel Hill, Pavement Analysis Engineer
Lee Grosch, District Geotechnical Manager
Bryce Larsen, Supervisor, Photogrammetry & Survey
Marty Beatty, Engineering Information Services
Paul Grant, Public Involvement Officer
Jean Riley, Planner
Scott Bunton, Engineering Cost Analyst
Stephen Prinzing, District Preconstruction
Christie McOmber, District Projects Engineer
Stanley Kuntz, District Materials Lab
Tony Strainer, District Maintenance Chief
Phillip Inman, Utilities Engineering Manager
David Hoerning, R/W Engineering Manager
Greg Pizzini, Acquisition Manager
Joe Zody, R/W Access Management Section Manager
Paul Johnson, Project Analysis Bureau
Sue Sillick, Research Section Supervisor
Duane Williams, Motor Carrier Services Division Administrator
Alice Flesch, ADA Coordinator
Mark Keeffe, Bicycle/Pedestrian Coordinator
Alyce Fisher, Fiscal Programming
Becky Duke, Traffic Data Collection Section Supervisor (WIM)
Dave Hand, Maintenance Division Operations Manager (RWIS)

Introduction

The Preliminary Field Review for this project was conducted on February 1, 2012. The following personnel were in attendance at the review:

Steve Prinzing	Preconstruction Engineer	MDT	Great Falls
Gerry Brown	CES Bureau	MDT	Lewistown
RJ Snyder	Road Design	MDT	Helena
Mathew Mogstad	Road Design	MDT	Helena
Steve McEvoy	Surfacing Design	MDT	Helena
Jim Cornell	Traffic & Signing	MDT	Helena
Chris Hardan	Bridge Design	MDT	Helena
Jon Youngren	GF Maintenance	MDT	Augusta

Proposed Scope of Work

The proposed scope of work for this project is to mill & fill the entire roadway to a depth of 0.15' and seal & cover. New pavement markings will be needed throughout. All signing that does not meet requirements set forth in the 2009 MUTCD will be replaced. A stockpass at RP 40.1 will require new bridge rail, approach rail and soil erosion mitigation at the northern abutment. The bridge over the North Fork of the Sun River at RP 43.1 will require deck work, bridge rail, approach rail and joint replacement. The pending bridge survey report will establish the proposed activity for this bridge. Bridge will incorporate this design into the plans.

Purpose and Need

The project has rutting in both lanes and a mill & fill is proposed to preserve the roadway surface and improve the ride.

Project Location and Limits

a. The project is located in Lewis & Clark County and Teton County.
b. The project begins just north of Augusta
c. The project is on Primary Route 9 (US 287).
d. This project is functionally classified as a Minor Arterial.
e. The project begins at RP 39.893 and ends at RP 52.192.
f. The project is 12.353 miles.
g. The project crosses route MT-21 at RP 39.972 and S-408 near RP 46.025.
h. There are 3 bridges on the project.
i. The as-built project numbers are F 275 and STPP 9-1(14)40.
j. Project runs south to north.

Work Zone Safety and Mobility

At this time, Level 2 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). A limited Transportation Operations (TO) component and a limited Public Information (PI) component to address lane closures and wide load detours will also be included in the plan package. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

Physical Characteristics

a. The project was originally constructed with F 275 A, B and C in 1931. The project was last seal & covered in 2006 with STPP 9-1(14)40.

b. The project has 2-11 ft. driving lanes without shoulders for a total width of 22 ft.
c. The existing surfacing cross section for this project has surfacing thickness ranging from 1.5 in. to 3.5 in. and a base ranging from 5.0 in. to 17 in.
d. The 2011Pavement Management System's pavement condition and treatment recommendations:

Table 1
Pavement Management Pavement Conditions and Treatment Recommendations Report
P-9
RP 39.9 to RP 52.4

Index	Value (Description)
Ride Index	72.3 (Fair)
Rut Index	67.7 (Good)
Alligator Cracking Index (ACI)	99.8 (Good)
Miscellaneous Cracking Index (MCI)	98.5 (Good)
Construction Treatment 2011	Do Nothing
Construction Treatment 2013	Crack Seal & Cover
Maintenance Treatment 2011	Do Nothing
Maintenance Treatment 2013	Maintenance Rut Fill

e. The general terrain of the area is rolling and location is rural. The horizontal and vertical alignment will be unchanged.
f. There are 3 bridges within the project limits:
    1. P00009040+01001 19.0' structure @ R.P. 40.1
    2. P00009043+01451 320.0' structure @ R.P. 43.1
    3. P00009046+07411 108.3' structure @ R.P. 46.7

Traffic Data

a. 2012 AADT = 580
b. Letting date 2014 AADT = 590
c. Design year 2034 AADT = 720
d. DHV = 100
e. 5.3 percent are trucks
f. The expected daily 18,000 lb (8165 kg) Equivalent Single Axle Load (ESAL) = 15
g. The basis of projected traffic growth = 1.0%.

Crash Analysis

a. The All Vehicles Crash Rate for the study area was 1.18, compared to 1.51 for statewide average for rural interstates. The All Vehicles Severity Index for the study area was 2.29, compared to 3.06. The All Vehicles Severity Rate was 2.71 for the study area compared to 4.62.
b. 46.7% Dark-Not Light Conditions vs. 31.9% Statewide Average for State Primary Routes. 15.6% Cloudy Weather Conditions vs. 31.6% Statewide Average for State Primary Routes.
c. The area from R.P. 39.6 to 40.2 was identified as a cluster area in 2009. No addressable trend was identified.
d. The area from R.P. 43.15 to 43.6 was identified as a cluster area in 2003. No addressable trend was identified.
e. In 2003, MDT Maintenance installed curve signs and chevrons from R.P. 44.7 to 45.5 (UPN 3329003).

f. In 2007, MDT Maintenance installed curve signs and chevrons from R.P. 43.15 to 43.6 (UPN 3329007).
g. The following list provides a summary of the primary crash trends:
    a. 1 fatal crash occurred on this roadway. This was a single vehicle crash in which the driver failed to negotiate a curve, which resulted in the vehicle going off the road and rolling.
    b. 30 crashes were single vehicle crashes.
    c. 18 crashes resulted in an overturn.
    d. 12 crashes cited as occurring on a curve.
    e. 5 crashes cited ditch or embankment as the first or most harmful event.
    f. 6 crashes involved animals, 4 wild and 2 domestic.
h. The Safety Engineering Sections checked reported crashes for the first 6-months of 2011. There has been 1 reported crash which was a single vehicle that ran off the road and struck a fence at night with snow or slushy road conditions.
i. The Safety Engineering Section recommends providing or upgrading horizontal curve warning signage, as appropriate, throughout the project.

Major Design Features

a. **Design Speed.** Due to the nature of this project as a pavement preservation project, design speed will not be addressed with the project.
b. **Horizontal Alignment**. No changes are proposed to the horizontal alignment.
c. **Vertical Alignment**. No changes are proposed to the vertical alignment.
d. **Typical Sections and Surfacing**. The proposed surfacing section will involve a 0.15' mill & fill of the entire roadway. A seal & cover will be applied over the roadway.
e. **Geotechnical Considerations**. No geotechnical considerations were identified or will be addressed with this project.
f. **Hydraulics**. No hydraulic problems were identified or will be addressed with this project.
g. **Bridges.** There are 3 bridges within the project limits. The northeast abutment on bridge at RP 40.1 will have structural supports braced with concrete to mitigate backfill erosion. New backfill will be placed as needed. New Type 2 approach rail will be placed at all four abutments and bridge rail will be retrofitted with T-101 rail. A bridge survey has been requested for bridge at RP 43.1 over the North Fork of the Sun River. Bridge work will occur per the recommendation of the survey. Bridge will incorporate details, quantities and special provisions to incorporate this work into this project. Existing deck elevations are intended to remain.
h. **Traffic.** Due to the nature of this project as a pavement preservation project, traffic revisions will not be addressed with the project. Signing and striping will be replaced throughout the project.
i. **Pedestrian/Bicycle/ADA**. No improvements are planned for these features.
j. **Miscellaneous Features**. New bridge approach rail and new bridge rail will be installed for bridges at RP 40.1 and RP 43.1. New object markers will be needed at culverts at RP 40.45, RP 44.38, RP 45.35, RP 46.00 and stockpass at RP 51.52. A historical marker is located at RP 40.5. No work on historical marker pull out is anticipated at this time.
k. **Context Sensitive Design Issues**. No context sensitive design issues have been identified.

Other Projects

STPP 9-2(14)52 N of Augusta– Choteau UPN 7360000 is a mill fill project adjacent to the north end of this project. It was let and constructed in summer of 2011.

Design Exceptions
Due to the nature of the project no Design Exceptions will be needed with this project.

Right-of-Way
Due to the nature of the project no right-of-way will be needed or modified with this project.

Access Control
There will be no modification to existing Access Control on this project.

Utilities/Railroads
A utility one-call will be required in the vicinity of new bridge approach guardrail and guardrail end sections at North Fork Sun River Bridge.

Cold-In-Place Recycle
A mill-fill of the roadway coupled with a seal & cover is most cost effective treatment for this project.

Maintenance Items
Maintenance forces have agreed to complete the following task:

- Pavement will be leveled where rutting is more pronounced along project. This work will be performed shortly before project construction. Coordination between road design and maintenance will occur in spring of 2013 to determine areas to be leveled.

Intelligent Transportation Systems (ITS) Features
No ITS features are identified in this project area.

Survey
Bridge survey has been requested for bridge over North Fork of the Sun River. Surfacing cores have been completed. There will be a survey request for areas surrounding the stockpass at RP 40.1 and bridge at RP 43.1. Survey will be administered by the term contract through consultant design.

Public Involvement
Due to the limited scope of the project, a level "A" public involvement plan is appropriate. A news release will be distributed explaining the project and including a department point of contact.

Environmental Considerations
The bridge at approximate milepost 43.2 crosses the Sun River. It appears wetlands are located within the bridge area. Environmental Services will delineate the wetlands in the Summer 2012. Environmental Services requests that longer guardrail posts are considered to avoid impacting wetlands. The appropriate level of environmental documentation will likely be a Statewide Programmatic Categorical Exclusion for Pavement Preservation projects.

Under the bridge deck replacement scenario, the appropriate level of environmental documentation will likely be a Programmatic Categorical Exclusion. If the Sun River is impacted, environmental permits may be necessary. Please inform Environmental Services if the bridge deck will be replaced.

Energy Savings/Eco-Friendly Considerations
The millings will be offered to MDT Maintenance first, in accordance with the MDT millings policy.

Experimental Features
No experimental features have been proposed at this time.

Traffic Control
Pending the outcome of the bridge deck survey, a detour at the bridge over the North Fork of the Sun River may be needed. If a total deck replacement is prescribed, a detour will be needed for all vehicles. Detour will travel along S-408 for 20 miles, US 89 for 4 miles, S-565 for 7 miles and MT-21 for 21-miles. At a meeting after the PFR, the Bridge Bureau conveyed initial misgivings about the integrity of bent joint at the south end of the bridge. If that assessment is correct, a commercial vehicle detour may be needed during the replacement of the bent joint. It appears the bent joint can be replaced in stages; however the staged replacement will temporarily reduce the width of the roadway at the bridge approach causing the commercial vehicle detour. Passenger vehicles should be able to travel through the construction of the bent joint replacement. This assessment is speculative at this time and may change pending the results of the bridge deck survey.

Project Management
The Helena Road Design crew will develop the plans in US Customary units. RJ Snyder is the Project Design Engineer. This project is not under full FHWA oversight.

Preliminary Cost Estimate

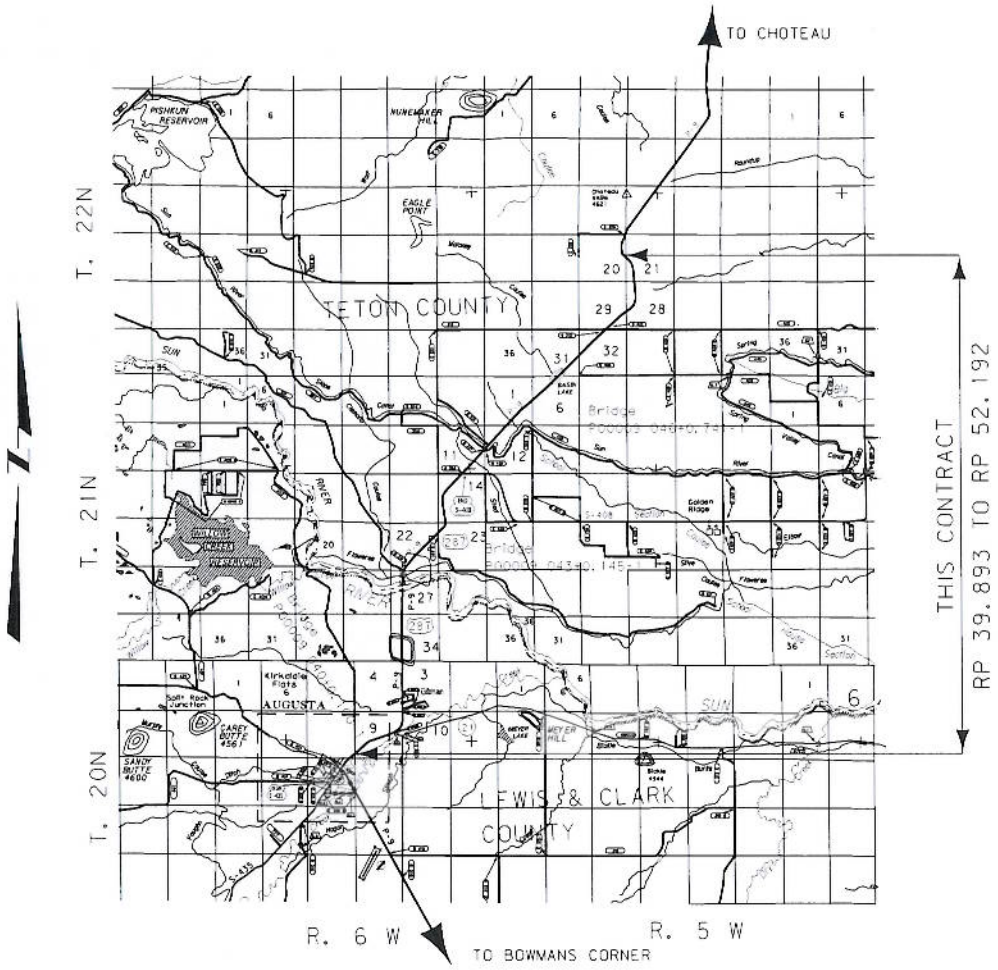
	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	$2,151,000		
New Structure			
Remove Structure			
Detour			
Traffic Control	$50,000		
Subtotal	$2,201,000		
Mobilization (10%)	$220,000		
Subtotal	$2,421,000		
Contingencies (8%)	$194,000		
Total CN	**$2,615,000**	**$167,358**	**$3,050,577**
CE (10%)	**$261,000**	**$16,735**	**$305,056**
TOTAL CN+CE	**$2,876,000**	**$184,093**	**$3,355,633**

Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 9.64% as of FY 2012.

Ready Date
The Ready Date for this project is January 1, 2013. The Tentative Construction Program (TCP) has the target letting date being January 25, 2014.

Site Map
The project site map is attached.

FEDERAL AID PROJECT NO. STPP 9-1(19)40
WORK TYPE: 180 RESURFACING-ASPHALT
AUGUSTA - NORTH
LEWIS AND CLARK COUNTY / TETON COUNTY
UPN 7640000
12.3 MILES



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